

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. CONTRACT ID CODE		PAGE OF PAGES 1 2		
2. AMENDMENT/MODIFICATION NO. S003		3. EFFECTIVE DATE 11/09/2001		4. REQUISITION/PURCHASE REQ. NO.		5. PROJECT NO. (If applicable) N/A	
6. ISSUED BY U.S. Department of Energy Chicago Operations Office 9800 South Cass Avenue Argonne, IL 60439			7. ADMINISTERED BY (If other than Item 6)				
8. NAME AND ADDRESS OF CONTRACTOR (No. street, county, State and ZIP Code) To All Prospective Offerors			<input checked="" type="checkbox"/> (✓) ✓		9.A. AMENDMENT OF SOLICITATION NO. DE-RP02-02DP00354		
					9.B. DATED (SEE ITEM 11) 10/12/2001		
					10.A. MODIFICATION OF Contract/Order NO.		
					10.B. DATED (SEE ITEM 13)		
CODE		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended, ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. ACCOUNTING AND APPROPRIATION DATA (If required)
N/A

**13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS,
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.**

(✓)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER (Specify type of modification and authority)

E. IMPORTANT: Contractor ☐ is not, ☐ is required to sign this document and return ____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

This Request for Proposals is amended as follows:

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER (Type or print)		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED
_____ (Signature of person authorized to sign)		BY _____ (Signature of Contracting Officer)	

14. Description of Amendment/Modification:

- A. Part I, Section C.5.a., is modified by adding the following number 4:

"4. The TPBAR shipments are to be designated as Exclusive Use as defined in 10 CFR 71.4. Radiation levels shall meet the requirements stated in 49 CFR 173.441 Radiation Level Limitations."

- B. Part I, Section C.5 d. 1. is modified by adding the following text under "TEF":

"- The maximum diameter of the cask cannot exceed 96 inches.
- The storage area inside the Remote Handling Building for the cask lid is fixed at 8 ft. x 8 ft. The lid cannot extend past this area."

Additionally, the answers to questions submitted in response to the Solicitation are attached to this Amendment.

Finally, the response date for receipt of questions as identified in the Executive Summary Letter is extended to November 16, 2001. No other changes are made to the Solicitation.

QUESTIONS AND ANSWERS DE-RP02-02DP00354

Question 1

The Solicitation specifies the shipment of 3000 TPBARs during the Base Contract and requires the provision of a lump sum price for this requirement. Section C.5.a.2. specifies that each consolidation container will contain from a minimum of 200 to a maximum of 300 TPBARs. How does the Offeror estimate the number of canisters that will be shipped? The 3000 TPBARs to be shipped can range from 10 to 15 consolidation canisters. Ditto the option periods.

Response To Question 1.

A reasonable basis to estimate the number of consolidation canisters to be shipped is to:

- Divide the number of TPBARs to be shipped from each reactor by the capacity of the Transport Cask as defined in the COC that meets the Transport System requirements specified in Section C.5. and
- Review the logistics information given in the RFP.

For example, for the base period it is identified in the RFP that 1000 TPBARs will be shipped from each of three reactors. Additionally the shipments from one reactor will continue until the shipments are complete. Accordingly, this information along with the Transport Cask capacity as identified in the final COC is a basis to estimate the number of shipments to be made from each reactor during the base period.

Question 2

Section C.3.1.c.1.i specifies the provision of "...a sufficient number of transport System(s)...". How does the Offeror establish what constitutes a sufficient number? Are reactor outages staggered? How many canisters need to be shipped over what time frame? Can the Offeror assume that the required number of shipments can be conducted over the full 12 month period?

Response to Question 2

It is the Offerors' responsibility to provide a sufficient number of Transport Systems to complete the requirements described in section C.3.1.c.1.iv. of the RFP. Yes, reactor outages are staggered. The basis for determining the number of consolidation containers to be shipped over what time frame is addressed in the response to Question 1. There is no requirement in the RFP for Offerors to conduct shipments over a 12 month period. The duration of the period required for Offerors to conduct their shipments from each reactor facility depends on the capacity of the Offerors' packages and the efficiency of the shipment loading and unloading operations.

Question 3

Section C.3.2.c.1.iv. 7th & 8th bullets specify that when a shipment is completed the Carriage portion of the Transport System will be released and recalled when ready to ship and further, that when a shipment is complete, the cask will be stored at the DOE Savannah River Site. Is it the Governments intention to preclude the use of the Transport System by the Offeror in another application when not being used for the shipment of TPBARs? If utilization of the Transportation System in other applications is allowed during the term of the contract, will DOE

decontaminate the interior of the cask, if required (insert free release or whatever is the correct terminology)? Will the cost of the decontamination be part of the Cost/Price Evaluation and if so, how will the cost be established?

Response to Question 3

In Section C.3.2, DOE is purchasing the 2 Transport Casks and Trailers. Under the purchase provision, the Offeror will not have the option to use the equipment for other applications. Under Section C.3.1 DOE is leasing the Transport System. Under the lease provision when the Transport System is not being used for TPBAR shipments, Offerors can use the System in other applications. However, the Transport System must be available on the schedule that will be provided, as identified in the shipment logistics information given in the RFP.

Regarding decontamination, in all circumstances decontamination control will be in compliance with 49 CFR 173.433, Contamination Control. Decontamination in compliance with 49 CFR 173.443 will be performed by TVA and TEF staff. As a result, the cost of decontamination is not part of each Offeror's Cost/Price Evaluation.

Question 4

Section C.3.2.c.1.iv. 1st bullet specifies that DOE will provide a schedule 18 months before shipment. Will this take the form of a hard date or a window during which shipments must be accomplished?

Response to Question 4

The 18 month notice will provide the number of TPBARS to be shipped and the start date of the window during which the TPBARS are to be shipped.

Question 5

Section C.6 specifies that the COC is to be obtained and the final SARP is to be issued March 2005. It also specifies that the 2 Transport Casks and dedicated trailers are to be delivered March 2005. Is it the Governments intention that the cask is to be fabricated, in the case of a new package design, or is to be modified in the case of an existing package, at the risk of the Offeror?

Response to Question 5

Yes. However, any risk can be reduced by obtaining the SARP and COC earlier than the dates specified in the RFP.

Question 6

Section C.5.b.3 states that the tractor and dedicated trailer must meet Enhanced North American Standard Level I Inspection Requirements. The CVSA web site lists Level I as North American Standard Inspection and Level VI as Enhanced NAS Inspection for Radioactive Shipments. Please confirm that Level I inspection is the intended requirement.

Response to Question 6

The Enhanced North American Standard Level VI Inspection Requirement is the intended requirement. The RFP was modified to provide the correct inspection requirement.

Question 7

Section C.5.d.4 states that the Transport Cask shall be capable of being drained of water, dried, and backfilled with an inert gas and leak tested at the Reactor Facilities. Is it the intention of this section to impose any leak testing requirements on the cask over and above the requirements that are included in the C of C for the Cask?

Response to Question 7

The intention is not to impose any leak testing requirements on the cask over and above the requirements that are included in the COC for the cask.

Question 8

Section C.3.2.b.2.iii, specifies that a 12 month supply of consumables (seals, gaskets, etc) be provided as a contract deliverable. Is this “spare parts” for the Transport Casks or does the Government intend to include all consumables such as decontaminating agents, wipes, cloths, etc –items typically supplied by the reactor facility.

Response to Question 8

Consumables in this context mean spare parts that are integral to the transport casks, and do not mean items such as decontaminating agents, wipes, cloths, etc.

Question 9

At the TEF, will canister handling operations be wet or dry?

Response to Question 9

The container (canister) handling operations at TEF will be dry.

Question 10

Section L.25 (a) (1) (i) requires that the proposal pages be printed on both sides. Most printers only print on one side. This is an unusual requirement and not one which will benefit the Offeror. What is the perceived advantage to the Government?

Response to Question 10

Proposal pages must be printed on both sides, per the RFP requirement. The benefits of a reduction in the number of pages should be obvious.

Question 11

Section C.3.1.c.2.vii. requires that all handling equipment furnished by contractor for use at the Reactor Facilities meet NRC requirements. Do the Reactor Facilities involved require redundant lifting capability?

We also received the following related question:

Is redundancy required for the lifting mechanisms of the cask?

Response to Question 11

The more complete specification on cask lifting requirements is specified in Section C.5.d.2. The intent of the requirement in Section C.5.d.2 is to meet single failure proof requirements for the lifting devices by either redundant load paths, or more feasibly, by increasing the design safety factors to 10:1 for material ultimate strength and 6:1 for yield strength. Also required by Section 7 of ANSI N14.6 are proof testing and NDT requirements.

Question 12

In accordance with Section C.5.a.(3), the unclassified specs for the TPBARs are to govern the package design and certification. Per the schedule in Section C6, approval of the Security Plan will occur 75 days after award and preliminary design of the Transportation Cask will be completed 3 months after award. On that basis, of what use to the Offeror is the classified information? Is the unclassified information conservative such that it bounds the package design requirements? Is the Offeror expected to modify the package design and analysis based on the classified information? Please clarify?

Response to Question 12

The classified data will provide the Offeror with access to the actual source term data, however, the unclassified data are bounding for the package. The Offeror has the option of adjusting either design or analyses, as they see fit, following receipt of the classified data.

Question 13

Will the consolidation canisters be fabricated by the Offeror?

Response to Question 13

No. The consolidation containers will not be fabricated by the Offeror.

Question 14

Will the consolidation canisters be loaded with TPBARs by the Offeror?

Response to Question 14

No. The consolidation containers will not be loaded with the TPBARs by the Offeror. (Please see C.3.1.c.1.iv)

Question 15

In order to determine shielding requirements for the Transport Cask, we need to know if the TPBAR shipments are to be made in non-exclusive use or exclusive use transport vehicles. It is our understanding that the radiation dose rate limits, in accordance with 10CFR71, for such vehicles are as described below.

Non-Exclusive Use Transport Vehicles

At a distance of one meter from any external surface of the package (i.e., the Transport Cask), the dose rate limit is 10 mrem/hr (0.1 mSv/h). At any point on the external surface of package, the dose rate limit is 200 mrem/hr (2.0 mSv/h).

Exclusive Use Closed Transport Vehicles

At any point two meters from the outer lateral surface of the closed vehicle, the dose rate limit is 10 mrem/hr (0.1 mSv/h). At any point on the external surface of the closed vehicle, including its underside, the dose rate limit is 200 mrem/hr (2.0 mSv/h). The dose rate limit inside the cab (tractor) of the vehicle is 2 mrem/hr (0.02mSv/h). An exclusive use flatbed-vehicle with an enclosure is the same as a closed transport vehicle.

Exclusive Use Open Flatbed Transport Vehicle Without Enclosure

At any point two meters from the vertical planes projected from the outer edges of the vehicle, the dose rate limit is 10 mrem/hr (0.1 mSv/h). At any point on the external surface of package (i.e., the Transport Cask), the dose rate limit is 200 mrem/hr (2.0 mSv/h). The dose rate limit inside the cab (tractor) of the vehicle is 2 mrem/hr (0.02mSv/h).

Response to Question 15

The TPBAR shipments are to be made as Exclusive Use as defined in 10 CFR 71.4, Definitions. We recognize the difficulty presented to packages by the contents in meeting the dose rates prescribed elsewhere (10 CFR 71.47). Offerors must meet all packaging performance requirements.

Question 16

Item #3 of Section C.5.b (Carriage System and Dedicated Trailer Requirements) says that: “the tractor and dedicated trailer must meet the Enhanced North American Standard Level I Inspection Requirements of the Commercial Vehicle Safety Alliance (CVSA)”. Does this mean the same as saying that the tractor and dedicated trailer must meet Level VI Inspection Procedures and Out-of-Service Criteria that are part of the program developed for the Department of Energy by CVSA?

Response to Question 16

The Enhanced North American Standard Level VI Inspection Requirement is the intended requirement. The RFP was modified to provide the correct inspection requirement.

Question 17

Under item #4 (Transport Cask Preparation) of C.5.d, it is stated that: “All wetted surfaces shall be stainless steel ASME B46.1 1995 surface roughness of 2 or better for ease of decontamination”. Our experience has shown that cask exteriors that are made of carbon steel

and coated with cross-linked epoxy are more easily decontaminated than those made of stainless steel. Would it be acceptable to substitute this type of exterior surface for stainless steel?

Response to Question 17

No. The Transport Cask must meet the requirements as stated in Section C.5.d.

Question 18

Can the maximum payload of the crane be increased beyond the 62.5 tons?

Response to Question 18

No, the 62.5 ton limit on the crane cannot be increased.

Question 19

More than one question was received asking for an extension to the due date of the RFP. The longest extension request was to January 1, 2002.

Response to Question 19

Due to programmatic considerations, the deadline for receipt of proposals could only be extended to December 17, 2001.